



## **Mission**

Transportation Choices Coalition is a coalition of citizen groups, businesses, public agencies and concerned individuals working to expand transportation choices that include choices for everyone—real opportunities to ride buses, take trains, walk, bicycle and carpool—as well as drive alone.

What are the problems?

### 1. Political Gridlock

- No system for complex project prioritization & project phasing
- District and political parochialism

### 2. Lack of Coordinated Planning. Solutions need to include:

- “Fix It First” principles
- Integrated regional plan
- Multi-modal approach
- Attention to local needs

### 3. Delivery of Projects

- Sub-area equity distorts prioritization and funding
- Construction phasing and timing – difficulty in agreeing upon which investments precede others, and which investments need to be made to maintain mobility during construction
- Accumulating deferred maintenance needs

### 4. Conditional Joint Ballot in 2007

- Contingency reduces public confidence, misaligned boundaries
- Reliant on regressive and vulnerable tax sources
- Current governance structure has fatal flaws: who’s in charge?

### 5. Preservation of Transit Operations

- Transit agencies deliver good service, ridership rising
- Inter-jurisdictional transit coordination is good, little redundancy
- Flexibility of small agencies means better local service

Solutions:

1. The regional entity should have full financial authority to make administrative planning & financing decisions for the region, including all roads and all transit.
  - Transit operations continue to be delivered by transit agencies.
2. The region should have one contiguous boundary or service area.
  - The areas within the urban growth boundary (UGB) would be a logical choice.
3. Replacing unnecessarily narrow interpretations of subarea equity with corridor-based subarea equity.
  - Not necessarily drawn by political boundaries, but based on movement of people and freight.
  - Projects of regional significance can be funded at varying levels by the participating counties.
4. The regional entity should have a goal or mission to fund and plan for:
  - Highways of statewide significance
  - Local roads and arterials
  - Transit maintenance, preservation, and operations
  - Active transportation investments like regionally significant bike paths and integrated transportation-health-land use projects
5. The governing board should have public accountability mechanisms.
6. Project selection should be based on explicit priorities and criteria:
  - Preserve the existing infrastructure and prioritize at-risk structures
  - Mobility investments to move people and goods by the most efficient means
  - Safety investments to address high-accident locations and dangerous chokepoints
7. Potential funding sources for transit, active transportation investments and commute trip reduction incentives could include:
  - Vehicle Miles Traveled tax
  - Carbon tax on individual drivers or mitigation fees by corridor
  - MVET authority restored to Seattle and other cities with large transit markets
  - Sales tax on gas
  - Tolling & variable pricing (HOT Lanes) on all structures; cordon pricing
  - Local fuel tax
  - Local license fee
  - Local parking tax
    - regional parking tax, commuter parking tax, or locally controlled parking districts
  - Specialized license plates
  - Reinterpret 18<sup>th</sup> Amendment
  - Higher regional and local government share of state gas tax
  - Tax on auto parts & maintenance